



**TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY
DOWNTOWN POLICY ADVISORY COMMITTEE AGENDA**

Monday, October 22, 2007
3:30 PM – 5:30 PM
Capital City Development Corporation
805 W. Idaho - Boise, Idaho

Item	Speaker
1. Welcome and Introductions	Dale Higer
2. Minutes – Attached (Pages 3-5) <i>DPAC members will review, comment, and approve the September 24, 2007 minutes</i>	Dale Higer
3. Project Materials Some Materials Attached (Pages 6-19) & Some to be Distributed at Meeting <i>John Cunningham will review additional materials for the binder requested at the last DPAC meeting; Related Studies Summary (Attached), Communities in Motion Executive Summary (To be distributed at meeting)</i>	John Cunningham
4. Purpose and Needs Statement (Multimodal Center And Circulator) Attached (Pages 20-21) <i>Members will review, comment and consider the attached Purpose and Needs Statements that were reviewed and recommended during the DTAC and Executive Group meetings held on October 12, 2007. Purpose and needs statements are required for any major infrastructure or capital project using federal funds.</i> <i>Staff is seeking adoption of both the Circulator and Multimodal Center Purpose & Needs Statements.</i>	Bob Post
5. Goals and Objectives (Multimodal Center And Circulator) – Attached (Pages 22-23) <i>Members will review, comment and consider the attached Goals and Objectives that were reviewed and recommended during the DTAC and Executive Group meetings held on October 12, 2007. Goals and Objectives more specifically define the desired results of a transportation investment.</i> <i>Staff is seeking adoption of both the Circulator and Multimodal Center Goals and Objectives.</i>	Bob Post
6. Facility Programming/Multimodal Center Candidate Functions Attached (Pages 24-26) <i>Attached is a list of candidate functions for the multi-modal center that were reviewed during the DTAC and Executive Group meetings held on October 12, 2007. DPAC members will provide comments on the functions to be located in the MMC. Recommendations will be presented at the next DPAC meeting for approval.</i>	Bob Post

7. Presentation on Evaluation Criteria and Methodology

Some Materials Attached and Some to be Distributed at Meeting (Pages 27-29)

Bob Post will present on the evaluation criteria and methodology for the multi-modal center and circulator project. The DPAC will review and comment on the material.

Bob Post

8. Next Steps/Next Meeting Agenda

DPAC members will review the schedule for the upcoming meeting. They will also discuss the possibility of visiting sites of multi-modal centers to learn about the form and function of these kinds of facilities. In addition, members will provide input to staff on topics they would like to have included on the next meeting agenda.

Dale Higer

9. Open Discussion

This is an opportunity for members to provide feedback to staff and/or to discuss topics of interest pertaining to the project.

Dale Higer



**Treasure Valley High Capacity Transit Study
Downtown Policy Advisory Committee
September 24, 2007 Meeting Minutes
Capital City Development Corporation Conference Room
Boise, Idaho**

Attendees: Rebecca Arnold, Commissioner, Ada County Highway District
David Eberle, Councilman, City of Boise
Dale Higer, Private Sector Representative – At Large
Rob Hopper, Councilman, City of Caldwell, Valley Regional Transit Representative
Cheryl Larabee, Capital City Corporation Board of Directors
Monte McClure, Idaho Transportation Board
Jim Tomlinson, Downtown Boise Association Representative
Paul Woods, Commissioner, Ada County

Members Absent: Dave Bieter, Mayor, City Boise, COMPASS Representative
Ed Dahlberg, Boise Metro Chamber of Commerce Representative

Others: Nancy Brecks, COMPASS
Jon Cecil, Capital City Development Corporation
John Cunningham, COMPASS
Kelli Fairless, Valley Regional Transit
Bryant Forrester, Urban Concepts
Dean Gunderson, Ada County
Ron Kerr, Idaho Transportation Department
Phil Kushlan, Capital City Development Corporation
Kathleen Lacey, City of Boise
Bob Post, URS Corporation
Terri Schorzman, COMPASS
Matt Stoll, COMPASS

1. Welcome and Introductions

Chair Higer called the meeting to order at 3:40 p.m.

2. Minutes

September 6, 2007 meeting minutes were distributed.

Monte McClure moved and Jim Tomlinson seconded approval of the September 6, 2007 meeting minutes. Motion passed unanimously.

3. Project Binder

John Cunningham reviewed the four categories of the project binder: Project Background, Oversight Groups, DPAC Materials, and Project Information.

After discussion, **it was agreed that meeting packets are to be emailed to committee members one week prior to each meeting. Any items too large to send via email will be hand delivered. Hard copies of the packets will be provided at each meeting.**

4. Schedule and Decision Points

Bob Post reviewed proposed meeting dates, agendas and action items. Proposed meeting dates:

- October 22, 2007
- November 19, 2007
- December 10, 2007
- January 7, 2008
- January 28, 2008

After discussion, **the proposed meeting dates were approved.**

Staff will provide meeting dates beyond January 2008 by the October 22, 2007 meeting.

5. Presentation Regional Plan/DBMS and a Coordinated Capital Program and Transit

Kelli Fairless presented the planning projects that led to the current study, discussed the importance of a coordinated capital improvement program for public transportation infrastructure in the two-county region, and how the current effort fits into the broad transit program.

6. Purpose and Needs Statement

Bob Post provided a description of a Purpose and Needs Statement, which is a federal requirement on any federally funded projects and is a key chapter of any environmental document:

- A statement of the transportation planning problem (not a statement of the solution);
- Based on a locally recognized planning process;
- Specific enough that the range of alternatives developed will offer real potential for solutions to the stated transportation problem;
- Not be so specific as to “reverse engineer” a solution; and
- May reflect other priorities and limitations in the area, such as environmental resources, growth management, land use planning and economic development.

Project Goals and Objectives more specifically define the desired results of a transportation investment:

- Goals address broad policy-related elements such as: improving air quality, reducing congestion, encouraging economic development, reinforcing downtown livability and fostering transit oriented development.
- Objectives address shorter-term results that generally can be quantified, setting specific targets against which progress can be measured as the project advances.

Kelli Fairless stated Purpose and Needs Statements and Project Goals and Objectives for the Multimodal Center and Downtown Circulator will be vetted through the technical committees and the Executive Coordinating Committee before being brought to DPAC for consideration of approval at the October 22, 2007 meeting.

7. Next Steps/Next Meeting Agenda

October 22, 2007 Agenda Items:

1. Adopt Purpose and Needs Statement (Multimodal Center and Downtown Boise Circulator)
2. Adopt Goals and Objectives ((Multimodal Center and Downtown Boise Circulator)
3. Presentation on Evaluation Criteria and Methodology
4. Update on Facility Programming (Multimodal Center)
5. Summary of how transit needs are addressed in *Blueprint for Good Growth, Communities in Motion* and the *Transportation Land Use Implementation Plan*.

Next Meeting:

Monday, October 22, 2007, 3:30 to 5:30 p.m. at the CCDC conference room.

Adjournment:

Chair Dale Higer adjourned the meeting at 5:00 p.m.

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MEMORANDUM

TO: Downtown Policy Advisory Committee
CC: Downtown Technical Advisory Committee
FROM: John Cunningham, Principal Planner - COMPASS
DATE: October 12, 2007
RE: Treasure Valley High Capacity Transit Study: Related Studies Summary

ACTION REQUESTED:

None. Information provided at the request of DPAC.

BACKGROUND:

At the September 24, Downtown Policy Advisory Committee meeting it was requested that staff provide a summary of studies that relate to, support or have some influence on the Treasure Valley High Capacity Transit Study. The attached is a response to that request. The Downtown Technical Advisory Committee (DTAC) reviewed the document on October 12th.

The documents that were determined to fit the request are:

Sub-Area

- Downtown Boise Mobility Study
- 30th Street Master Plan

City/County

- Boise City Comprehensive Plan (1997)

Sub-Regional

- Blueprint for Good Growth
- Transportation Land Use Integration Plan (Anticipated to be Complete in November 2008)

Corridor

- Rail Corridor Evaluation
- State Street
 - State Street Corridor Transit Oriented Development Policy Guidelines
 - State Street Transit & Traffic Operations Plan (scheduled for 2009)

Regional

- *Communities in Motion: Regional Long Range Transportation Plan 2030*
- Treasure Valley in Transit

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pc: File 631

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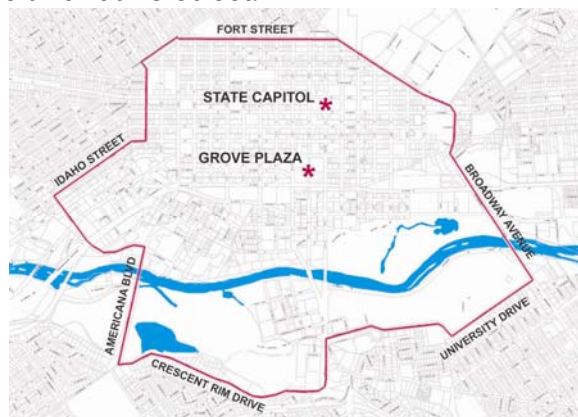
TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY: RELATED STUDIES OVERVIEW

SUB-AREA

Downtown Boise Mobility Study (DBMS) 2005

1. Geographic Scope

The geographic bounds of the study were, generally, Fort Street, Broadway Avenue, University Avenue, Crescent Rim Drive and Idaho Street:



2. Document Purpose and Function Relative to the TVHCTS

The intent of the DBMS was to result in an innovative, comprehensive transportation plan that addresses metropolitan growth and provide options for people coming from, to and through downtown Boise.

The DBMS supports both the downtown circulator project and the multimodal center in various areas of the document. Detail on that can be found “Project Planning Basis” section of the Treasure Valley High Capacity Transit Study Briefing Book and below.

3. Summary of Guidance

Multimodal Center

- A point of consolidation for local and regional bus services
- Support of the broader plans for the downtown communities
- A consolidation of a number of transportation functions into a single facility
- A gateway to the downtown for commuters, tourists and visitors
- To provide access to the downtown community, the greater Boise City, outlying communities and the region
- To accommodate the following potential features:
 - Bus transit plaza
 - Connection to the downtown circulator and the selected priority corridor
 - Intercity bus service
 - Visitor center and transit information center
 - Ground-floor retail
 - parking
- To support the economic development potential in the downtown core
- To take advantage of any potential for public-private partnership opportunities

- To accommodate a seamless, user-friendly transition between transit services and bicycle, pedestrian and other transportation services.

CIRCULATOR

- A transit service within the Central Business District
- A transit service between the downtown core and other activity centers such as Boise State University, Ada County Courthouse and St. Lukes Regional Medical Center
- Provide support to the regional transit system without duplicating service
- Serve as the centerpiece of an expanded regional system

4. Excerpts

From the DBMS Executive Summary:

Study Purpose

The intent of the DBMS is to create:

- *An urban, pedestrian-oriented place characterized by ease of movement and freedom from congestion for people and manageable congestion for vehicles.*
- *A vibrant mix of uses including housing, offices, services, retail, restaurants, hotels, public spaces and cultural, entertainment, research, and learning opportunities.*
- *An interconnected, multimodal transportation system that sustains this environment and connects downtown Boise to the larger region.*
- *Connections between various activity centers within the study area such as the downtown core, the cultural district, the downtown neighborhoods, state capitol and state offices, Ada County Courthouse, Boise State University, Idaho Water Center, St. Luke's Regional Medical Center, and proposed multimodal stations through an effective transportation system and connections between downtown and inner neighborhoods such as the Near North End.*

The DBMS ensures that the pattern of development and the transportation system serving that development are interrelated so that downtown Boise remains the heart of the community's social, cultural, business, governmental, and educational lives and provides a vital center to the region's economy.

DBMS Study Goals

At the beginning of the study, time and attention was focused on creating a set of goals to serve as a framework for developing the plan. The goals shaped the overall content of the plan and helped guide decisions when tradeoffs were necessary between system elements. The complete set of goals with objectives are provided in Appendix A, and the overall goals are provided below:

Goal 1: *Create a long-term, thirty-year land use vision and mobility plan so that downtown Boise develops to be the foremost urban center for business, government, culture, education and urban living in the region.*

Goal 2: *Maximize transportation system efficiency and develop a downtown transportation system that includes and integrates a variety of travel modes, and promotes the use of alternatives to the automobile.*

Goal 3: *Link sub-districts, activity centers and the parking supply in downtown Boise through a well-designed, functional transportation system.*

Goal 4: *Identify how to enhance the performance of the downtown street system and improve mobility while at the same time make the system compatible with a people-oriented, urban-intensity downtown.*

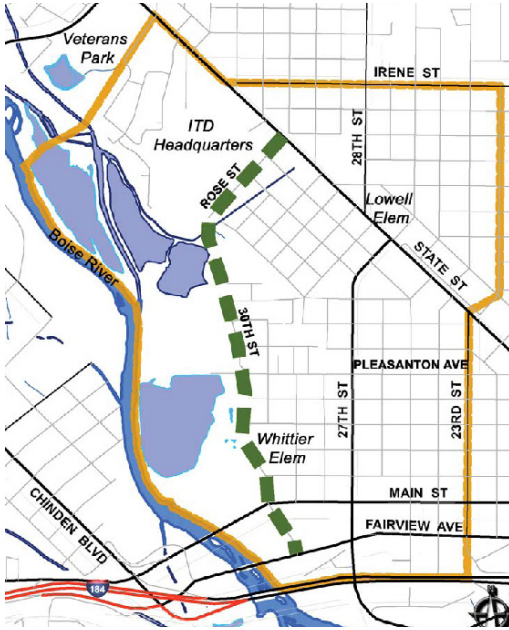
Goal 5: *Design the downtown transportation system so it effectively connects to the current and future regional transportation network.*

Goal 6: *Develop a practical strategy for implementing the downtown mobility plan, which includes specific action steps, responsible parties, a timetable for accomplishment, and sources of funding.*

30th Street Master Plan Draft (Anticipated Adoption January 2008)

1. Geographic Scope

The planning area is bounded by State Street on the north; the Interstate 84 connector to the south; 23rd Street to the east; and the Boise River, Clithero Drive, and Riviera Drive to the west:



2. Document Purpose and Function Relative to the TVHCTS

The 30th Street Master Plan is the sub-area planning concept for the next 25 years addressing land use and transportation specifically and transit conceptually. The transit recommendations in the plan are conceptual given the transit specific studies that are either underway or to be initiated in the future, specifically the State Street Transit & Traffic Operations Study and the Treasure Valley High Capacity Transit Study.

The study discusses regional service through the project area as well as streetcar system. Transit oriented development nodes were discussed in the charrette and the plan identifies a potential site in the of 30th Street/Main Street/Fairview Avenue vicinity.

3. Summary of Guidance

Again, the Master Plan defers specific transit concepts to other, ongoing studies as well as a proposed 30th Street Transit Plan and Funding Strategy.

4. Excerpts

Specific Programs...

Development & Transit

Discussion

Developers make market, not transit decisions. Successful development around a transit element, such as bus service, bus rapid transit (BRT), or a trolley, must be viable on its own, whether the transit exists or not. The presence of transit becomes an enhancement to the development, but it not tied to its viability. By understanding the market reality and facts of the place, the public sector can be more realistic in setting the stage for investment.

Action: Continue to explore transit opportunities and provide for transit in all designs. No roadway designs should preclude the transit options identified by the plan .Prepare a transit plan and funding strategy for the 30th Street area.

Boise City Comprehensive Plan

1. Geographic Scope

City of Boise in addition to areas that the City expects to annex over time

2. Document Purpose and Function Relative to the TVHCTS

The document is a 20 year plan defining how the City will grow addressing a wide range of issues, land use, schools, parks, historic districts, etc.

The City's Comprehensive Plan, which already includes substantial support for transit and transit supportive land uses, is currently undergoing a major revision. The State Street Transit Oriented Development Guidelines and the 30th Street Master Plan will be adopted and subsumed into the broader Comprehensive Plan. Both of these documents have implications relative to the TVHCTS as indicated in their respective sections of this document. Regional staff anticipates working closely with City staff during this revision process.

3. Summary of Guidance

BOISE CITY COMPREHENSIVE PLAN – CHAPTER 6 TRANSPORTATION (1997)

- As one of many traffic management strategies...reduce trips through alternative travel modes including bike and pedestrian paths and transit services
- Motorized traffic may have to experience some inconvenience in order to preserve neighborhoods
- If improvements are made to intersections along Boise Avenue, steps should be taken to protect the existing and/or proposed Oregon Trail monument/park sites along Boise Avenue, between Capitol Blvd and Broadway Avenue.
- Promote land use policies that limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual development parcels.
- Develop and maintain a public transit system that, in conjunction with Transportation Demand Management, will reduce single-occupant automobile usage and ultimately capture 10% of peak-hour commuter trips in the city.
- As they develop, expand bus service into areas with densities that will support transit
- Identify dedicated funding for the transit system
- Continue to maximize use of fixed-route services by people with disabilities
- Provide customized bus programs for institutions and activity centers
- Work with employment centers to develop incentives programs for bus ridership
- Reduce single-occupancy vehicle trips from outlying areas by developing a city-wide park-and-ride system
- Work with private developers to create a park-and-ride system
- Coordinate transit planning with the land use planning process
- Create and maintain a land use plan, zoning standards and design policies that encourage transit oriented developments

- Reduce reliance on the single-occupant vehicle and implement a wide variety of cooperative public and private programs, known as Transportation Demand Management programs, that will help reduce traffic congestion
- Reduce the number of single-occupant vehicles on the roadway by shifting travel to high-occupancy vehicles
- Encourage parking pricing and supply programs that minimize the amount of vehicle parking in public and private developments
- Review on-site parking standards to require preferential location of parking for van pools and car pools
- Create a transportation system that is visually attractive and conducive to pedestrian travel
- Promote safe and efficient rail service to the Boise area, and preserve options for a future multi-modal transportation system that includes light-rail
- Review the land use plan, zoning and subdivision standards along the existing rail corridor to ensure appropriate land uses and site design to avoid encroachment and noise issues

The City maintains a list of “ideals” that the Comprehensive Plan promotes. The following are some excerpts that support goals of the TVHCTS:

- Land Uses should be integrated rather than separated. True mixed use projects in which people can live, work and shop without the need to drive are desirable.
- Higher density residential uses should be promoted in close proximity to areas of employment and shopping, and where transit service is available.
- Compact forms of development are encouraged as a means of providing housing that is affordable, minimizing suburban sprawl and promoting pedestrian environments.
- Alternative forms of transportation should be available in addition to the automobile.

4. Excerpts

The Boise Comprehensive Plan revision is anticipated to be complete in Spring/Summer 2009.

SUB-REGIONAL

Blueprint for Good Growth (Phase I Report Adopted 9/14/2006)

1. Geographic Scope

Ada County only at this time. There have been discussions regarding expansion to Canyon County But no formal actions.

2. Document Purpose and Function Relative to the TVHCTS

This effort is an attempt to link land use and transportation through “efficient and beneficial development”. Given the emphasis on transit supportive land uses by the Federal Transit Administration (FTA) in scoring New Starts grant requests this effort can be seen as directly supporting any existing or planned transit service in the region, in particular high capacity transit.

Even in the absence of the FTA regulations the fact remains that certain land development patterns, such as proposed in BGG, result in more efficient public transit.

3. Summary of Guidance

- Need for jurisdictional cooperation, quality of life protection and sustained accountability
- Desire is to address growth, land use, infrastructure, service and transportation issues in a coordinated and effective manner
- Respect the autonomy of each Member Agency to provide comprehensive planning and land use regulatory control within it’s jurisdiction
- To encourage transit ready development
- Manage growth with fiscal responsibility, discipline and creativity
- Limit sprawl and promote other kinds of more responsible development
- Offer a quality, integrated multi-modal transportation system for our residents and visitors with increasing choices for pedestrians, bicycles and transit
- Will maintain a vibrant central city in Boise and strong downtowns in all cities
- Will protect the Valleys natural resources
- Make a strong commitment to expanding the reach and quality of service of transit systems serving the Valley

4. Excerpts

From BGG Phase I Report:

Vision

Focusing and sustaining the growth is the aim of the Ada County Land Use and Transportation Guide Plan, or Blueprint for Good Growth - an attempt to create efficient and beneficial development.

Growth Management Goal, Objective and Policies:

Goal: To establish and maintain sustainable development patterns that foster a high quality of life in Ada County.

Comment: Quality of life is defined by the guiding principles and subsequent policies. While these policies also more fully define what is meant by sustainable development patterns, generally sustainability means that development will result in:

- *A Healthy Economy, with sustainable jobs and businesses that develop and nurture the local work force, where decision-making takes into account the interdependence of economic, environmental and social well being;*
- *A Healthy Environment, where decision-making takes into account long term consequences of development on natural and built up areas, and efforts are made to prevent problems before they occur;*
- *Social Equity, which is the promotion of fair and equal treatment across generations and among different groups in society, as well as the reduction in disparities in risks and access to benefits. Evidence of social equity includes housing and employment opportunities for all residents, regardless of age, education, cultural background or income, as well as inclusive and participatory decision-making processes. Social equity also means that the benefits derived from growth do not shift burdens to existing residents; and*

- *Efficiency, which includes the efficient use of energy and resources with little or no waste. This includes the efficient use of natural and fiscal resources (e.g., taxes and fees).*¹

C. Transportation Goal, Objectives and Policies

Transportation Goal: To coordinate land use and transportation decisions to efficiently meet the full range of mobility needs.

Transportation Land Use Integration Plan (Anticipated Completion: November 2008)

1. Geographic Scope

Ada County

2. Document Purpose and Function Relative to the TVHCTS

The Transportation and Land Use Integration Plan (TLIP) is an outgrowth of Blueprint for Good Growth (BGG). Through the BGG and Communities in Motion process, the public has stated a desire for better consideration in the design and implementation of roadway projects. The TLIP plan is intended to address this.

TLIP does not directly affect the TVHCTS and the effort is ongoing. However, ACHD is the steward of the road right of way in Ada County, including downtown Boise and there is the potential for TLIP and the downtown components of the TVHCTS to be developed cooperatively in terms of addressing mobility in the critical CBD area.

TLIP, as an Ada County-wide study, has a sub-regional scope and has the potential to affection regional travel patterns. The I-84/I-184 Alternatives Analysis addresses regional travel patterns and may include alternatives such as transit on regionally significant roadways being addressed in TLIP.

3. Summary of Guidance

Not available at this time (Anticipated Completion November 2008)

4. Excerpts

Major plan components will include:

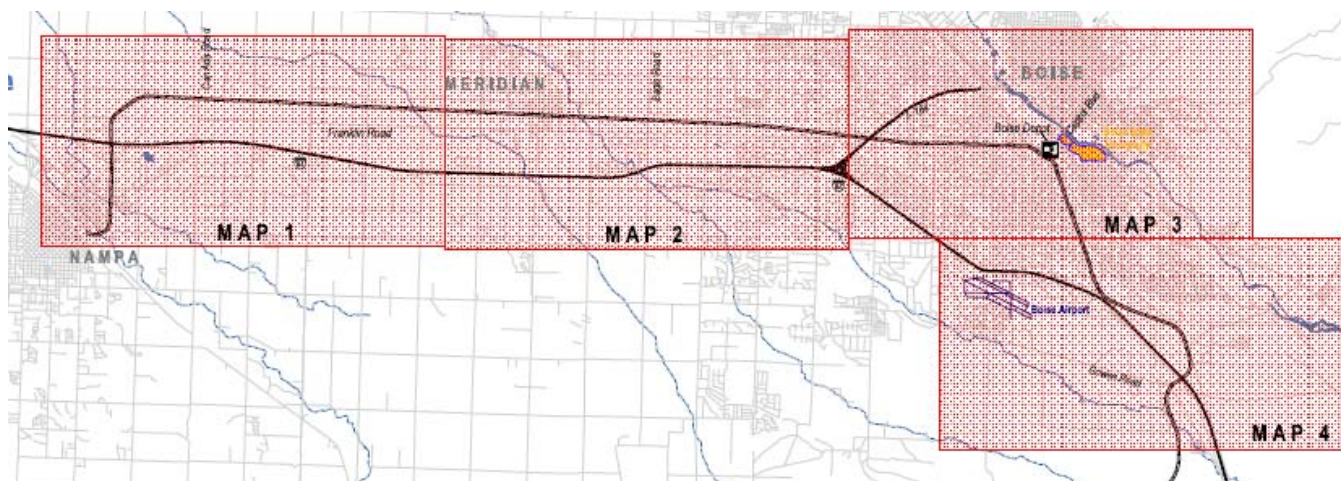
- *New roadway design standards that conform to existing and planned land uses and urban design standards implemented by the cities and county (commonly referred to as street typology).*
- *A Master Street Plan for Ada County that goes beyond ACHD's current planning documents*
- *A new method of defining functional classification in Ada and Canyon Counties*
- *Long-range corridor preservation plan for major roadways in Ada County*
- *Traffic modeling capacity for ACHD to implement at the local level and complement the modeling efforts of COMPASS*

CORRIDOR

Rail Corridor Evaluation 2004

1. Geographic Scope

The evaluation focused on the Boise Cut-off rail corridor from southeast Boise to downtown Nampa. Alternative routes to Caldwell were also briefly addressed.



2. Document Purpose and Function Relative to the TVHCTS

The primary purpose of the study was to provide the information and background necessary for the region make an informed decision regarding public acquisition of the Boise cut-off rail corridor. The evaluation also examined the potential and estimated cost of passenger rail service along the corridor.

This evaluation provided next steps necessary for eventual passenger rail service along the corridor. The I-84/I-184 Alternatives Analysis in the TVHCTS is a direct outgrowth of these recommendations.

3. Summary of Guidance

The document indicated the following *Next Steps* in pursuing passenger service along the corridor:

- Negotiate acquisition of the Boise Cut-Off not currently in public ownership
- Initiation of an Alternatives Analysis for the I-84/I-184 corridor

4. Excerpts

The initial steps in the process (the “process” being pursuit of New Starts funding) would include the following:

ValleyRide, with participation from partner jurisdictions, has initiated discussions focused on negotiating an acquisition of the remaining portions of the Boise Cut-Off. This is an important next step in the process of introducing passenger rail service in the Treasure Valley area. Securing public control of the proposed rail passenger corridor is the preferred long-term solution.

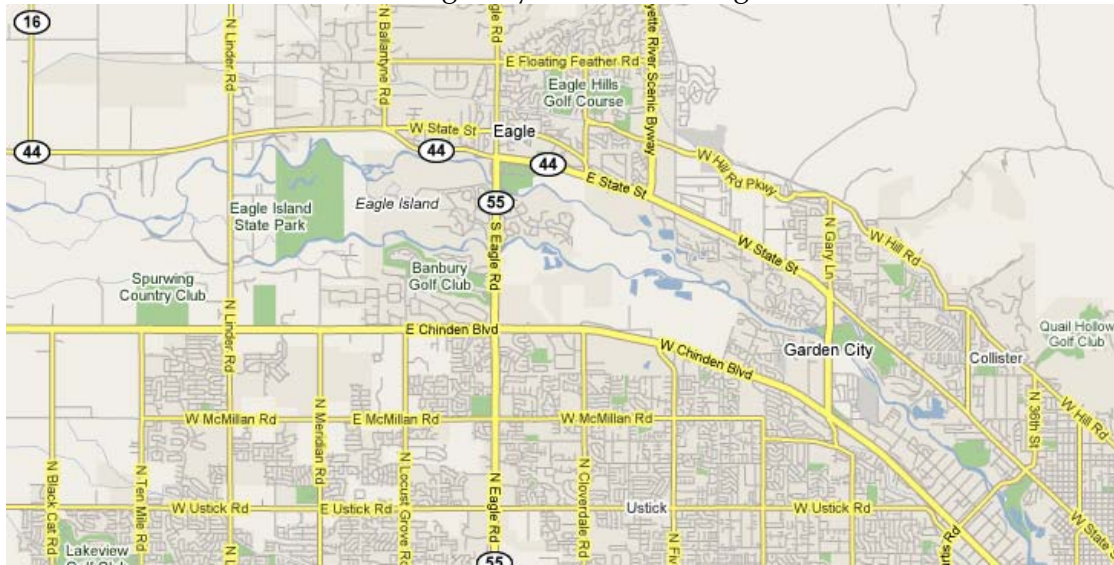
Alternatives Analysis - Evaluation of a range of alternatives that could result in improved transit service in the corridor. This stage would involve an added level of conceptual design, development of ridership projections, project justification and an initial identification of local funding commitments.

- Selection of a Locally Preferred Alternative.
- Request to FTA to enter Preliminary Engineering.
- Preparation of environmental documentation (Environmental Assessment or Environmental Impact Statement).
- Preliminary Engineering.

State Street Corridor Transit Oriented Development Policy Guidelines (Anticipated Adoption January 2008)

1. Geographic Scope

State Street from 23rd Street (Boise) to Highway 16 (west of Eagle).



2. Document Purpose and Function Relative to the TVHCTS

The development of these guidelines was an outgrowth of the State Street Corridor Strategic Plan Study and is intended to guide land development patterns such that a transit supportive corridor comes about over time. The goal is to result in efficient, high-capacity regional transit service along the corridor.

3. Summary of Guidance

4. Excerpts

State Street Transit & Traffic Operations Plan (scheduled for 2009)

1. Geographic Scope

The scope of the study is currently undefined. In the southeast the boundary will be downtown Boise. In the west the boundary is not yet known. It will extend, at a minimum, to Highway 55.

2. Document Purpose and Function Relative to the TVHCTS

The plan is intended to continue the work initiated with the State Street Corridor Strategic Plan Study refining the roadway and transit improvements and operations.

3. Summary of Guidance

Not available at this time (Anticipated Initiation: 2009)

4. Excerpts

Not available at this time (Anticipated Initiation: 2009)

REGIONAL

Communities in Motion (CIM) 2006

1. Geographic Scope

The plan included a wide six county area, Ada, Boise, Canyon, Elmore, Gem, and Payette. However, the focus of plan was on Ada and Canyon Counties.



2. Document Purpose and Function Relative to the TVHCTS

Federal regulations require that COMPASS (as the Metropolitan Planning Organization) maintain a Long-Range Transportation Plan (LRTP) for the region. *Communities in Motion* is the LRTP for Ada, Boise, Canyon, Elmore, Gem, and Payette counties. The plan is required to cover a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.

CIM does not substantially address subarea projects such as the downtown circulator project and multimodal center in detail. The costs for a circulator system are included in illustrative transit costs and the multimodal center is referenced in the document as a connection to regional routes.

The Federal Transit Administration requires that the need for a Alternatives Analysis (for the purpose of obtaining New Starts funds) be established in the LRTP. CIM fulfills that requirement; supporting language from the plan is in the Excerpts below.

3. Summary of Guidance

- We envision a Treasure Valley where quality of life is enhanced and communities are connected an innovative, effective, multi-modal transportation system
- Provide options for safe access and mobility in a cost-effective manner in the region
- Achieve better inter-jurisdictional coordination of transportation and land use planning
- Minimize transportation impacts to people, cultural resources, and the environment
- Connectivity through higher densities
- Preservation of open space and farmland
- Community Choices encourages growth inside city “areas of impact” and emphasizes higher densities and mixed-use with jobs, shopping and services closer to housing
- Rail or other fixed-guideway service between Caldwell, Nampa, Meridian and Boise
- Bus rapid transit service between Eagle and Boise

- Track changes in plans and ordinance and work with local governments to encourage a more compact and diverse pattern of development where appropriate
- The future community envisioned is a metropolitan area of at least 825,000 and probably more. The area will have more congestion, but well-designed streets, an effective transit system, and a mixture of housing and business can result in a vital future for Southwest Idaho.
- Support a successful central city to maintain regional economic health and vitality
- Develop and implement transportation alternatives and land use patterns to achieve an average mode split of 5% of all trips
- Provide choices for travel in the region and service special access needs for all people, including youth, the elderly, persons with disabilities, and persons of varying economic status.

4. Excerpts

Vision: *We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.*

Goals:

Connections: *Provide options for safe access and mobility in a cost-effective manner in the region.*

Coordination: *Achieve better inter-jurisdictional coordination of transportation and land use planning.*

Environment: *Minimize transportation impacts to people, cultural resources, and the environment.*

Information: *Coordinate data gathering and dispense better information.*

Support for the I-84/I-184 Alternatives Analysis:

Page 118-119 of Communities in Motion

Chapter 4 – Designing the Future: The Corridors Defined: I-84 and I-184:

Interstate-84 (I-84) and its corresponding route, Interstate-184 (I-184), into downtown Boise are the backbone to the Treasure Valley’s transportation system. Elmore, Ada, Canyon, and Payette Counties are served by this facility. It is directly tied to the economic vitality of the region. I-84 and I-184 (the Connector) are the primary connections between rapidly growing Canyon County and the region’s major employment centers (Micron, Downtown Boise, St. Alphonsus Regional Medical Center, St. Luke’s Regional Medical Center) and retail centers (The Boise Towne Square Mall, Eagle Road, and Downtown Boise). It serves as a vital freight corridor, as the primary connection between the Pacific Northwest and Intermountain West. By 2030, the travel demand on this corridor will double.

Recommendations for I-84 Corridor to meet CIM goals:

Begin a study on corridor-level operational and capacity improvements such as high occupancy vehicle lanes, ramp metering, expansion/enhancement of bus operations and a fixed guideway transit system.

Treasure Valley in Transit (TVT) 2005

1. Geographic Scope

Ada and Canyon Counties

2. Document Purpose and Function Relative to the TVHCTS

TVT represents a comprehensive public transportation service plan and capital improvement strategy for VRT and the Treasure Valley.

TVT addresses transit service in VRT's entire service area at a very broad scale only addressing the TVHCTS projects in a cursory manner. Given this, the document provides coarse operations and capital cost descriptions and then references other efforts for more specific project information, past studies (Rail Corridor Evaluation), ongoing studies (DBMS) or indicated a likely need for additional studies (Circulator).

3. Summary of Guidance

- Five high-level strategic priorities
 - secure stable funding
 - public education/public outreach
 - providing efficient services/maximum service
 - develop, improve and increase partnerships
 - develop a rail strategy
- A fundamental goal is to increase ridership
- Create a transit system that is more frequent, faster, simpler and easier to market
- Public outreach consensus is to provide more frequency on key corridors where possible, but not at the expense of large numbers of existing customers
- A goal of making the transit system available, transparent and readily comprehensive to potential customers

4. Excerpts

Major Capital Projects

The development of commuter rail in the Cut-Off corridor between Nampa and Boise and a downtown circulator in Boise are two major projects that are likely to be undertaken during the planning period. While the commuter rail project will carry more substantial capital costs, the rail streetcar option for a downtown circulator could require about \$80 million in capital construction for both an east-west downtown alignment and a north-south connection to BSU.

Regional Transit Centers

Boise Downtown Transfer Center

The Boise Downtown Mobility Study evaluates site options and criteria for a new multimodal facility in downtown Boise, but provides no specific site recommendation. From an operational and access standpoint, an optimal location is one on the western edge of the Central Business District, providing excellent access to I-184 and the Front/Main couplet. The facility should be located within easy walking distance of the core retail/business district and the Capitol. The multimodal center would be a major transportation center covering a full city block and providing transportation facilities for local, regional and interstate transit services. While it is unlikely that a future commuter rail line would terminate downtown, the downtown multimodal center design should take into account the special needs to accommodate passenger shuttles traveling to and from the rail terminus. The following figure breaks out the costs for a new downtown multi modal center. These costs are programmed for 2007.

Purpose and Needs Statement; Multi-Modal Center

Project Purpose

The **purpose** of the Downtown Multi-Modal Center is:

To construct a multi-modal center in downtown Boise that consolidates local and regional interconnected transit services and other transportation functions in a single location, and provides user-friendly transitions between public transit services, pedestrians, bicycles and other transportation modes. It will serve as a gateway to the downtown for commuters, tourists and visitors and be a focal point for implementation of broader downtown land-use and economic development goals.

Project Need

The **need** for the Downtown Multi-Modal Center results from:

- The community desire to connect and consolidate the broad range of local and regional transit and transit-related services to downtown Boise in a single location.
- The historic and projected rapid population and employment growth in both the Treasure Valley and the Boise Metropolitan Area have strained the transportation system.
- The increasing levels of traffic congestion and travel delay within downtown Boise resulting in continued deterioration of travel conditions for transportation modes in and to the downtown area.
- The demand for improved, more efficient, effective and easily understood transit services in the downtown Boise area.
- The adopted regional and local transportation and land-use plans that encourage a cost efficient, innovative and effective multi-modal transportation system.

Purpose and Need Statement; Downtown Boise Circulator

Project Purpose

The **purpose** of the Downtown Boise Circulator is:

To provide a transit circulator within downtown Boise that is highly efficient in serving major destinations, effectively distributes trips throughout the downtown with convenient connections to local and regional transit services, encourages trips by other than single-occupancy vehicles while supporting the community desire to encourage the development of a growing mixed-use downtown that provides a vital, pedestrian-friendly environment.

Project Need

The **need** for the Downtown Boise Circulator is a result of:

- The desire to provide attractive and high-quality transit service that will effectively serve trips between major destinations throughout downtown Boise.
- The desire to reduce the number of short in-city trips between major destinations that are currently occurring by automobile.
- The requirement for providing improved transit services within downtown Boise that support the adopted regional and local transportation, land-use policies, goals and objectives.
- Both the historic and the projected rapid population and employment growth in the Treasure Valley and the Boise Metropolitan Area, place significant demands on the downtown Boise transportation system.
- The increasing levels of traffic congestion and travel delay within the central city portion of the city of Boise that contribute to continued deterioration of travel conditions for all transportation modes in and to the downtown.
- The limited ability to increase the capacity of the existing roadways to accommodate increased travel demands.

Goals and Objectives; Multi-Modal Center

Project Goal

To construct a high quality, cost effective, user friendly and environmentally-sensitive multi-modal center within downtown Boise that will be the focal point for efficient local and regional transit services as well as other forms of transportation which will also reflect the broader community values and goals of supporting land-use and transportation plans and economic development in downtown Boise.

Project Objectives

- Reflect community values and secure support from stakeholders such as downtown businesses, residents, property owners, commuters, transit riders, elected officials and participating jurisdictions.
- Increase the overall efficiency of the transit system and the overall transportation system.
- Support economic development in the downtown core and contribute to the overall vitality and growth of downtown Boise.
- Accommodate projected rate of growth in travel to and within the city.
- Develop public-private partnership opportunities.
- Implement the local and regional land-use and transportation plans.
- Reduce public confusion about access to and use of the transit system and increase the public understanding and ease of accessing the various transit services.
- Be a safe place for people to wait for transit services.
- Improve access to multi-modal options for the general and transit dependent populations in the region.
- Reduce the demand for parking in the central city.
- Provide environmental benefits such as improved storm water treatment, air quality and sustainability.
- Support the *Art In Public Places* program.

Goals and Objectives; Downtown Boise Circulator

Project Goal

To provide a transit circulator system, highly effective in attracting and distributing trips throughout downtown Boise. To serve as a focal point for an expanded regional transit system that leverages the circulator investment to help shape the downtown and support the community vision of a downtown that is a vibrant, active and economically strong centerpiece for the region, contributing to an enhanced quality of life with a pedestrian-friendly atmosphere.

Project Objectives

- Reflect community values and secure strong public acceptance from stakeholders such as downtown businesses, residents, property owners, commuters, transit riders, elected officials, and participating jurisdictions.
- Reduce the number of short single-occupancy auto trips occurring within downtown Boise.
- Provide a service that is frequent, convenient and easily understood by regular transit commuters as well as occasional users, visitors and tourists.
- Minimize the impacts on existing downtown development, people, cultural resources, the environment and traffic.
- Become a key component of an overall strategy to increase transit ridership to and within the downtown.
- Create a transit system that is visually attractive and compatible with pedestrian travel.
- To be closely coordinated and compatible with the investment in the Downtown Multi-Modal Center.
- Accommodate the full range of functions identified through the planning processes and recommended by the D-PAC and adopted by the VRT Board of Directors.
- To support and stimulate downtown economic development including the influencing of location decisions that are consistent with local planning goals.

Multi-Modal Center: Candidate Functions

The following is a listing and brief discussion of the various functions that have been identified as possible candidates for inclusion in a downtown Boise Multi-Modal Center. Inclusion on the following list does not indicate a commitment or final decision has been made regarding the elements that will be incorporated into a project design. The list is intended to begin the process of defining the functions to be accommodated in the project definition.

Bus Bays - The primary function of the Multi-Modal center is to accommodate at one location the majority of the regional bus service lines that access the downtown. The primary decision that will impact site selection and site size is...how many bays are to be accommodated at the site. This can be both a short term and long term question, ie, do we only build to meet the level of demand anticipated over the next few years and master plan the site for future expansion...or do we build out the site initially and deal with the possible perception of under-utilization? Another issue for early resolution will be the layout of the bays...should the design assume a mix of fleet sizes including the potential of articulated buses or opt for all bays to be designed to accommodate standard 40' buses.

Plaza/Waiting Area - This site function is in many respects the doorway to the transit system for the users of the system. The threshold question regarding this project component is whether or not the waiting area is an enclosed space. Enclosing the space provides the important amenity of weather protection, but also introduces the increased expense of providing added security and maintenance. A related decision will be whether or not to include public restrooms (it can be assumed that restrooms will be provided for use by operating personnel). This is again an issue of providing an appropriate level of security. Also for consideration is the inclusion of public art.

Downtown Circulator Platform - The site design will need to be coordinated with the alignment options for the downtown circulator project. If the circulator function is provided by rubber-tired buses, those buses could use one of the Multi-Modal Center bus bays as a designated stop. If the circulator is a streetcar option, the platform(s) should be in close proximity to the bus bays in order to facilitate as direct a transfer as possible. If the location of the Multi-Modal Center is either initially or permanently to serve as a terminal point for a streetcar circulator alignment consideration will also need to take into consideration of whether or not the platform length should be expanded to accommodate more than a single vehicle for staging for special events.

HCT Platform - As with the Circulator, if the future corridor options involve rubber-tired buses it can be assumed the buses would use a designated bus bay in the multi-modal center. If the corridor projects include a rail-based alternative that can access the downtown, the design of the Downtown Multi-Modal Center will provide a platform in close proximity to the bus bays and circulator platform with the objective of facilitating easy transfers.

Intercity Bus Depot - Integration of the intercity bus services into the multi-modal center would allow for convenient transfers for out-of-town travelers to/from the various transit services. Such facilities have different operating requirements including substantial layovers and longer loading periods that make the sharing of bus bays with the regional VRT services impractical. The potential of co-locating other functions such as the ticketing and waiting areas could be explored. Early determination of the elements of an intercity facility that can qualify for expenditures of federal FTA funds will need to be pursued, as well as the size and configuration of the bus depot function.

Transit Information Center – With the multi-modal center being a center-piece of the regions transit system it may be appropriate that it also serve as a central location for providing information on the transit services available and how to use the services. Decisions will be required on whether the information dissemination function is accomplished via static displays or involve a facility that is staffed. Also to be discussed is whether or not there is interest in incorporating the VRT information and dispatching function into the center.

Retail Space – Implementation of a multi-modal center in the downtown core area potentially offers an opportunity to incorporate retail space with the objective of generating a revenue stream, creating an added level of vitality to the facility and expand the range of visitors to the site. Most likely opportunities are service-related tenants including the potential of childcare providers.

VRT Office Space – Construction of the multi-modal center could produce the opportunity to incorporate office space into the facility. Consideration could be given to incorporating space to accommodate VRT administrative functions as the focal point of the regional transit system. This is a function that would require concurrence for FTA participation.

Visitor Center – The Transit Information Center function could be expanded to include a visitor center to make available information regarding the community, special events, recreation opportunities and other points of interest.

Parking – Frequently mentioned as a companion function that would benefit from proximity to the multi-modal center is the provision of a parking structure. Patrons of the structure could utilize the bus system and circulator to access a wide range of destination in a around the downtown core. Portions of the parking could be reserved for use by vanpools and carpools that could also access the adjacent transit services. The DBMS identified a structure to house up to 1000 parking spaces. General purpose public parking located in a downtown location is a function that is not a normal use of federal transit dollars and could likely prove difficult to convince FTA to approve. A comprehensive parking study has recently been commissioned to evaluate the current and future parking needs of the downtown.

Bicycle Station – The Bike Master Plan has identified a need for a downtown bike facility that would provide secure bike storage as a key function.

Downtown Circulator O&M Facility – If a streetcar option is selected for the downtown circulator it will be necessary to provide an operations and maintenance facility at some location along the initial segment. Location opportunities will be limited within the downtown and one option to consider, depending on the size and configuration of the MMC site, is to combine the O&M facility into the multi-modal center facility.

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DOWNTOWN BOISE MULTI-MODAL CENTER - Evaluation Criteria

Milestone 1 - Narrow To A Short-List of Candidate Sites

Transportation

- *Provides for an effective consolidation of local and regional transit services at a single location*
- *Provides direct access to the Downtown Circulator and Primary Corridor alignment alternatives*
- *Convenient pedestrian access to downtown primary destinations*

Site Functions

- *Site size and configuration accommodates the desired Multi-Modal Center functions*

Land Use and Development

- *Site location consistent with and supportive of the downtown land use and economic development objectives*
- *Site compatibility with the current and planned adjacent land uses*
- *Site ownership and availability favorable to rapidly advancing the Project*
- *Site location consistent with the DBMS concept plans*

Environmental and Impacts

- *Minimizes displacement impacts*
- *Avoid significant/known environmental issues that could trigger requirements for a more extensive environmental documentation (Historical, cultural, hazardous materials, air and noise)*

Financial

- *Offers opportunities for public-private participation and/or in-kind matching contributions*

Milestone 2 - Selection of a Preferred Site

Transportation

- *Provides for an effective consolidation of local and regional transit services at a single downtown location*
- *Provides direct access to the Downtown Circulator and Primary Corridor alignment alternatives*
- *Convenient pedestrian access to downtown destinations*
- *Presence of Bicycle network access to the sites*
- *Minimize the traffic impacts on adjacent streets and intersections*
- *Minimize route deviation for existing and planned transit services*

Site Design

- *Site size*
- *Site configuration and effectiveness in accommodating facility requirements*
- *Conflicts with adjacent development/streets*
- *Ability to provide security through visibility from major streets and activity centers*

Land Use and Development

- *Favorable land use and zoning designations*
- *Site ownership and availability*
- *Site compatibility with downtown planning and development objectives*

Environmental and Impacts

- *Number of Displacements*
- *Ability to utilize an abbreviated environmental clearance process*
- *Avoids significant/known environmental issues*

Costs and Financing

- *Site acquisition costs*
- *Order of magnitude capital cost estimate*
- *Facility operating costs*
- *Availability of local funding options*
- *Potential for public-private partnerships and/or in-kind matching contributions as methods to reduce local financial requirements*

Implementation Considerations

- *Site constructability*
- *Permitting requirements*
- *Schedule and schedule impediments*

DOWNTOWN BOISE MULTI-MODAL CENTER – Evaluation Criteria

Milestone 1 – Narrow To A Short-List of Candidate Sites

Evaluation Category	Criteria	Measure
Transportation		
Site Functions		
Land-Use and Development		